ways which is three blocks north of Neck

Passengers have until they reach Neck road to produce another nickel, and if they tio not hand it over to the conductor a this place they are ejected. Consequently it was at Neck road on the Culver line where the chief trouble of the day occurred, and the mixups on the other lines were simply repetitions of those of the Culver line ut on a smaller scale.

When car 251 came down Gravesen avenue as far as Neck road and there were many passengers that had not yet paid the second fare—all insisting that Justice Gaynor's decision was the last word on the subject-the conductor signalled the motorman to stop. A group of B. R. T. inspectors under their captain, James Tighe, who had come to this place a short time before, then boarded the car and began to back up the conductor's demand for the second fare.

At this hour the special policemen had not become so aggressive as they did later in the day, and instead of throwing passengers off without wasting words, as was their practice a few hours later, they spent so nuch time in arguing that the first car of of the big block, number 251, did not reac Coney Island until half past 1 o'clock, or about one hour and three-quarters behind its schedule. And during all this wranging car after car piled up on the tracks behind No. 251 till the stalled chain stretched back further than the eye could reach.

THE SLUGGING BEGINS. Then the crowds of coatless troublemakers who had started for the second fare congestion places early to add to the uproar were beginning to cover every vantage point, and as they hung to fence and the roofs of the low buildings nearby set up shouts of:

Don't you pay! Kill 'em! Smash 'em! and similar cries. The taunts and jeers of the crowds on the side lines began to get on the B. R. T. men's high strung nerves, and in a short time the slugging began in barnest, much to the joy of the bleachers.

Forty police reserves that had been gathered from various precincts assembled t the Coney Island station, and shortly before noon they detrained from a north bound car at Neck road, headed by Sergt. Callahan of Coney Island. During the first few minutes following their arrival the presence of the police had a quieting effect on both inspectors and the crowds. it was seen, however, that the police were at sea as to their duty the B. R. T. specia police gained courage and the crowd began to put the city police in the same category with the specials.

By 1 30 P. M. the ejectments were in full swing. Passenger after passenger who re-fused to hand out the second nickel was grabbed by the legs and pulled violently out of the cars. This was repeated again and again, interspersed with scattering fights in which passengers, police, war correspondents and the bleachers-which had now swarmed down to the battlefieldwere bowled over right and left. Not until Deputy Commissioner O'Keeffe appeared with Police Inspector Grant at ? o'cloc did the police take a hand further than to try to separate the scrappers.

O'KEFFFE DRIVES BLEACHERS AWAY.

Deputy Commissioner O'Keeffe said a few minutes after he came on the job that ever he was still somewhat at sea as to what was expected of him and his men up at Police Headquarters. The Deputy said that he had been waiting for something more definite from Mulberry street before he could straighten matters out, but meantime he and Inspector Grant untangled a part of the knot by driving the bleacher crowd off the corner and so giving everybody around the corner that had business there more

Shortly after Deputy O'Keeffe arrived a Neck road he told District Superintendent Ezra Davis of the Brooklyn Rapid Transit who had now taken charge of the ejectments, that some effort must be made by the railroad specials and train crews to relieve the block.

will have to put your inspectors on the cars and collect the money between here and Coney Island," insisted the Com-

In a few sharp words Supt. Davis gave O'Keeffe to understand that the company was running the road, and not the Police Department. The Commissioner seemed to weaken at this, but he gained a point a few minutes later when he prevailed upon Davis to send his special collectors back along the stalled line of cars to begin their eject ments instead of tackling each car singly as it came up to Neck road.

O'KEEFFE ORDERS ARREST OF SUPERINTEN-DENT.

"If you don't send these cars through, continued the Commissioner, "I'll lock up the crews." But even after this statement O'Keeffe failed to carry it out. The Commissioner left the scene for a half hour at sundown, and when he returned it seemed to the onlookers as if a great light had struck him meantime, because he walked straight for Davis, and said:

"Now, if you and your men do not let these cars go through I shall have you arrested immediately."

"The cars are not going to move from here till we get our fares," returned Davis. A wordy war followed for a few moments. during which the Deputy Commissioner said that it was up to the road to get the fares on the cars further down the line or wherever it pleased, but that the lines must be opened. Davis turned to his specials and again ordered them to collect the fares as they had been doing.

"Here, roundsman!" yelled the Deputy Commissioner to Roundsman Coughlin of the Coney Island station, "arrest this man!"

Deputy Commissioner O'Keeffe said last night that the action he took in making the officials send the cars ahead was on his own responsibility. He said that things were getting muddled up and he decided that something had to be done and done

Davis submitted to arrest and was taken immediately down to the Coney Island station and clapped into a cell. He was locked in at 7:30 o'clock and was not bailed out until an hour and a half later, when Alderman Lewis M. Potter of Coney Island came to his aid.

Supt. Davis had scarcely been placed under arrest when one of his specials, standing by, ordered the train crews to remain where they were till they got their tor that fares. O'Keeffe told this ins would also be arrested unless he desisted, and the B. R. T. men, now realizing that the police were taking a hand in earnest, threw up the white flag and let the cars go through. Thus the backbone of the trouble seemed to be broken.

SUPT. SMITH ARRESTED.

Depdty Commissioner O'Kesffe left Gravesend avenue and Avenue E a little after 10 o'clock. When he left the cars were running smoothly, but immediately afterward Dow S. Smith, general superintendent for the B. R. T., gave orders for the motormen to stop until the second fare was collected. The policemen, working under Inspector Grant, ordered the motor

men to keep on, but they refused. In a short time about thirty cars were stalled. Surt. Smith refused to order

the motormen to go ahead. Finally the

In the Breach with Pluck

Then one needn't fear the world. Such an ally makes one invincible. Another invincible adjunct is to go into life's daily fray duly, safely, surely insured. To hurry after invincible surance is supremely prudent.

The Mushtunton Life Insurance Co. John Batlerk, Frestbeut

police arrested Smith, an inspector having the number 10055 and motorman No 10056, in charge of the car at the head o Smith was in an automobile and he took the inspector and motorman and a policeman up to the Parkville police station.

VOLUNTEER MOTORMAN DESERTS

The blockade was lifted for a few minutes before 11 o'clock, when Thomas J. Dowd of 679 Sixth avenue, Brooklyn, volunteered to act as motorman of the first car. He knew how to run it, having been a motorman once, and did so, but only for a distance of 150 yards. He had to stop because the signals of the road were set against him.

Dowd wouldn't run by the signals and stopping the car deserted it. The signal remained set. There were several men in the tower at Sixteenth avenue and Gravesend avenue, who had control over the signals. The tower was in darkness and the men in it could not be got at because they ad the door locked and bolted.

CONDUCTOR THROWS UP HIS JOB.

It was a great day for the excitement oving bleachers, who urged the passenger to resist and sent them on their way heers when some of them held out and got away with it. The bleachers' great hour came in the middle of the afternoon, when Conductor Morris Vortin of 215 East 121st street threw up his job dramatically and vas hustled away by two of the inspectors.

When Vortin's car was stopped by Supt Davis and his specials at Neck road and the conductor was ordered to work along the running board and get the money Vortin began the journey dubiously. He had gone only a few feet, however, when he swung around toward the crowd of hooters that were pressed against the sides of the car flung his cap high in the air and dropped off the car with the remark that the road could go to a spot even hotter.

Down upon him came the rooters in andslide to grasp his hand Amid wilder cheers the conductor jerked his bunch of transfers from his pocket and threw them against the oar with an oath and started across the tracks. While he was trying to wedge his way through the mob of whirling admirers two special policemen grabbed the conductor and pulled him aboard an automobile bearing a tag with the inscription "B. R. T. No. 2." A shower of mud and curses followed the two specials and their captive during the short walk from the car to the waiting automobile, and Vortin re ceived quite as much of this onslaught as the special cops.

Many men tried to drag the conductor way from his captors, but these were disposed of when the inspectors began to swing their clubs. Vortin was finally bundled into the motor and was taken east on Neck road through a jam of admirers who ran after the automobile shaking the conductor's hand until the motor outdistanced them. It was said by the specials that Vortin was being taken to he Sheepshead Bay police station to be locked up on a charge of deserting his can while still holding the money he had colected. There was no record of his arrest on the blotters of the Sheepshead Bay or Coney Island police station last night.

PASSENGERS TURN PEDESTRIANS. All along the roads for many miles who had left the cars voluntarily or who had been ejected. Dust covered girls and young women who had left New York at noon dinnerless under the impression that they would reach the island an hour later and feed on hot dogs and chowder down by the sea trudged by wearily hour after hour and many did not reach the vicinity of food

until the sun was setting. GIRL JUMPS INTO A CREEK.

Three of these pedestrians were injured more or less seriously while attempting to cross the bridge over to the Island below Neck road. Mary Walsh and her cousin, Helen Walsh, of 290 Tenth avenue, Manhattan, were in the middle of the bridge when a car, run by Motorman Conomos bore down upon them and knocked them off the bridge into the water. A few feet further ahead were Allan Walsh, a brother of Mary, and a young girl named Bertha Johnson. Both of these jumped into the creek when they saw their companions struck and escaped with slight injuries.

Women passengers shrieked when they saw the girls go over the bridge girders and the men climbed over the seats to get at the motorman. Only the realization by the cooler passengers that the car was needed to take the injured to the island saved Conomos from being thrown from he car into the water. The cool headed passengers persuaded the crowd to let him run the car back to the bridge so that he girls might be picked up and taken on lown to the Reception Hospital at Coney.

When the passengers had pulled the victims from the creek and had taken them to Coney it was learned that Mary Walsh had sustained a fracture of the left forearm, shock and a possible fracture of the ribs and other internal injuries. At first it was thought that the girl, who was unconscious, would die, but later at the Reception Hospital the ambulance surgeon said that she was resting easier and would recover. Helen Walsh was bruised and also suffered from shock. Miss Johnson had sprained ankle, as had also Allan Walsh,

and many bruises. TAKEN TO HOSPITALS FOR TREATMENT. Two passengers on the Sea Beach Line express, who were hurt yesterday during the struggle attending the efforts of the ticket choppers to prevent their egress from the Luna Park terminus of the road without paying the second fare, were taken o the Kings County Hospital, Brooklyn.

Herman Laue, a real estate agent. 42

years old, who said he lived on Van Buren street, Brooklyn, was brought to the hos-pital suffering from hysteria and a contusion of the right side. He was discharged

after treatment. Edward Braun, a German living at & Bleecker street, was brought to the hospital with badly bruised ribs and chest. He refused treatment and left the hospital mmediately.

SAID HE WAS BIRD COLER Stories of celebrities that had been ejected during the day followed each other so quickly that the reporter's pads rapidly became small editions of Who's Who. Numberless witnesses were on the job to tell the tale of the ejectment during the early forenoon of a man who said he was Borough President Bird Coler. Mr. Coler. so the reporters were told by many who said they were on the car, refused to pay the second fare at Neck road and then got up and harangued the passengers and re-peated the statement attributed to him in some of the morning papers yesterday that "any one who will pay a second fare is only half a man." At this point the orator was seized by the arm. Another trainman started to grasp the arm of a woman, who the passengers say, was Mrs. Coler, when her oratorical companion turned toward the trainman and said:

"Here, that'll be enough of that." Both then got out and stood at the corner Neck road for some time till a carriage arrived and they were driven away.

SAID HE WAS JUSTICE GATNOB.

Dr. Pierce, the physician stationed a una Park, told a reporter last night that an hour or two earlier two men seated in front of the doctor in a surface car were told to pay or get out when the car reached the Neck road dividing line. According to Dr. Pierce one of the men arcse and said to the conductor:

"Probably you don't know that I an ustice Gaynor and that my companion is so a Judge." "I don't give a damn who you are," the

conductor is said to have answered. me five cents or get out."

The man who had said he was the Justice would not pay, and he and his friend were thrust from the car.

ON THE SMITH STREET LINES

Over on the Smith street line at Kings Highway there was an all day repetition of the troubles on the Culver line on a smalle scale. Here the police seemed to handle the situation better. There were fewer exhibitions of violence, although one special policeman struck a man in the face and drew blood.

When the injured passenger appealed to the city police to have the special policemen arrested they refused on the ground that they had not seen the assault. Appeals to the police to arrest B.R. T. men at other places during the day were answered in the

same way.

At 10:30 the passengers on the West End and Bath Beach road who protested against the payment of a second fare were permitted to go along on the single fare. Ezra Davis, general superintendent of the B. R. T., was arrested again in the evening for obstructing the highways in permitting the cars to become stalled. He was bailed out again. Three inspectors and two motormen arrested also were bailed out. Assistant General Superintendent Durkir

went down to the signal tower at Sixteenth avenue and Gravesend avenue to get the men there to set the signals so that the red lights would not show against the motormen, and this was done late in the evening. Davis, to get around the charge of ob-structing the highways, had the motormen at Gravesend avenue and Neck road rur

the cars on a siding and the passenger

were taken off there.

Commissioner O'Keeffe said during the afternoon that he expected the biggest trouble would be at night, when the larges crowd that has been on the island any day this summer tried to get away. Then they would be tired and irritable and would be filled also with "Dutch courage!" The however, and the subsequent breaking of the trouble at a comparatively early

hour ended these suppositions. DIDN'T HAVE TO PAY AT "BULL PEN."

The Luna Park express trains on the Sea Beach line sailed along all day with next to no trouble of any kind. During the early hours of the afternoon there was an attempt on the part of the ticket choppers to hold up the arrivals at Luna Parl by keeping them in the new "bull pen until they had dropped the second ticket.

A few rushed the choppers and so go out to the joys of Surf avenue and the amusement parks in that way, but before the mixup had attained serious proportions Deputy O'Keeffe appeared at the gate of the bullpen and told the trainmen that if there was any attempt to detain the passengers in that way after they had left the cars the Commissioner would order his men to pull down the fences. After the chop pers had thus been made to realize that once the passenger had left the cars they had no power to collect the other five cen bad debt" by force the ticket takers did

not attempt to detain the arrivals. The enormous growds that swarmed along Surf avenue all afternoon seemed to grasp the idea that it would be well for the leave the Island early. Long before dusk they were gathered around the gate leading to the Luna Park express trains and were carried back to town as fast as the cars

could scoop them in. Only three arrests were made on the Culver line during the day and less than haif a dozen altogether on the Brighton, Coney Island avenue, Bath Beach and Ulmer Park lines combined. Many passengers were violent in their determination to have strong armed specials looked up, but in all cases the police said that they would not act without warrants.

Throngs surrounded the reporters, all eager to have their names and addresses and their particular wrongs itemized, but early in the day the war correspon saw that if they were to list all the ejectments the papers would have to run supple ments this morning.

CHASER LAWYERS IN CROWDS.

It was a great day for the ambulance chasing lawyers. Seedy looking men with fringe on their trousers were on the job early, leaving their old haunts and ambu lance chasing in Manhattan and Brooklyn

Correct Arras for Min

Summer stocks are low—so are the prices. \$12 for Suits that were good value at former prices, \$18, \$20 and \$22.

George G. Brigamin Broadway Cor. 36 25.

to flock toward the fairer fields of souther

The game seemed to be collar one of the Downtrod and Oppressed as he was pulled by the legs from the car and thrown into the street with a final shove for good measure and to explain to the sufferer in high sounding legal terms that only the law could right his wrongs. Back of the fire house on Gravesend avenue and just opposite the place where the big scraps of the day were taking place was one of the finest spots to induce a prospective

Usually there was a long harangue by the enterprising lawyer, and shortly after he would pull out penoil and paper and get the name and address of the passenger upon whom the chaser's ability is later going to shower damages beyond the dreams o avarios. In many cases retaining fees wer asked, but as the passengers ejected were not stocked up with money to this point the lawyers didn't press the matter. They were busily flitting from victim to victin all day, and "pulling in" so many that if they win their suits and get a percentage they can knock off work for the rest of their

COL. ROBERTS IRATE OVER A WOMAN. Col. Timothy Roberts of the legal de partment of the Brooklyn Rapid Transit Company stood at Neck road all afternoon Col. Roberts was there, he said, to look after the legal side of the company's interests but took no active part except once during the day when he demanded the arrest of a woman passenger in a stalled car, who, the Colonel said, was ringing the bell to go ahead. A man standing near the woman told Col. Roberts that he was

"You're a liar-a damn liar!" cried the lawyer, whereupon a city policeman stepped up to the Colonel threateningly and said that if the legal representative didn't be more careful of his language he would be ocked up.

Just then the car started forward, and as it did Col. Roberts jumped aboard with the intention of having the woman arrested when the car reached the island. Just before the approach to the terminal on Surf avenue was reached and as the car had begun to slacken its pace the woman happened to glance around. When she saw Col. Roberts seated back of her she jumped from the car, and raising her skirts above sea level she sprinted through meadow, mud and water.

Col. Roberts jumped off the car and wa about to pursue the woman, but at the brink he changed his mind. When he came back to Neck road about twenty minutes later the Colonel gave his opinio f the situation.

"A lot of cheap politicians have stirred up all this trouble, just to get solid with a certain class about the time elections are approaching," was the lawyer's opinion The great mistake was made long ago when all the lines were consolidated. At that time something definite about fixing the fares inside the city lines should have been done, and all these annual troubles on the Coney Island lines would have been avoided.

"And by the way," concluded Col Roberts smiling grimly, "over in that fire house you see across the street is where Justice Gaynor got his start. Back in the time of John Y. McKane's troubles, when Gaynor was an unknown lawyer, he began to work on the election fraud cases that later sent the politician to jail. Then we, the people, took him up and put him where he is to-

PLAHERTT WOULD GO TO WAR.

Michael J. Flaherty, Brooklyn's M. O. Sheriff, hearing that he might be called upon to take a hand in the trouble, gave out a statement last night telling what he would do if he were. He said:

"So far I have had nothing to do with this railroad business and hope I will not have. I was informed this evening that a committee of citizens is being formed to protect citizens against the alleged illegal aggression of the Brooklyn Rapid Transit Company. The sentiment of this mittee, I have been told, is that the police are not acting in the interest of the citizens as much as they should and that the committee intends to ask me as Sheriff of the

county to give the necessary protection.
"Now, my force of deputies is mighty small-only sufficient to look after the routine of the office-but if such a call is made on me, and I find I have to do something, I will call on the Governor of the State for a company of militia to protect the people against the outrages said to be perpetrated on them at these points."

Sheriff Flaherty refused to give the name of any persons who called on him or of perons who are interested in the committee.

LEGAL ASPECTS OF THE CASE.

Col. James D. Bell, Assistant Corporation Counsel in charge in the borough of Brooklyn, intimated last night that in his opinion the Brooklyn Rapid Transit Company should have acted in accordance with the f Justice Gaynor, even if the order had not been regularly filed. He said:

By the declaration of the lawas laid down by Justice Gaynor the arrest of a man for refusing to pay a second fare was unjustified. Justice Gaynor says: 'The relator could not be guilty of a breach of the peac in simply disputing the right of the ductor to make him pay a second fare. He had the right to refuse to pay it and is discharged.' This is the declaration of the law until it is reversed, and it follows that meanwhile any other passenger on one of the cars, acting as this relator has done, could not be held for a breach of the peace and should be discharged. I think in a case of this kind the known declaration of the aw should be respected, and I don't imagine the railroad company would stand on the technicality as to the formal entering of the order. The discharge of MacFarlane by Justice Gaynor is the announcement of he law that he was guilty of no offence in demanding that he be carried to Coney Island for a single fare, and until this judgment is reversed by a higher court it see wrong for the railroad company to deny other passengers the same rights he claimed The entering of the order doesn't affect the essential point in the controversy."

Another prominent Brooklyn lawyer said: "It has been computed that suits could now be brought on the strength of the decision for an immense aggregate sum. It is a mighty serious matter for the railroad company and there is no question in my mind that the lawyers of the company will the first thing to-morrow morning take steps to secure a stay from the operation of the decision pending an appeal to the Court of Appeals. So far as rejoicing in the immediate prospect of paying a single fare to Coney Island, the public had better content itself with making up its mind to continue paying the two fares for the balance of the summer, anyway, and possibly all next summer, before the matter is ultimately threshed out in the courts."

WILL KEEP ON CHARGING TWO PARES. Timothy S. Williams, vice-president of the B. R. T., said last night at his home in Huntington, L. I., that he had not visited the scene of trouble yesterday, but had kept in touch with the situation by telene communication with General Super-

American Supremacy has FIGHT OVER STATE MACHINE. never been better exemplified than in the manufacture

of the Pencil

Made in 17 Degrees 6B to 9H. Lasts more than twice as long as ordinary Pencils. Writes with perfect smoothness. Erases cleanly.

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If the Venus Pencil is wanted with

intendent Dow S. Smith, who

"There will be no change in the attitude of the company," said Mr. Williams. "We will continue to charge a double fare and those that refuse to pay it will be put off the cars. The Appellate Division has decided that we have a right to charge a double

fare and we will do so, other opinions to the contrary notwithstanding. It is simply a repetition of the trouble we had in 1900. We will do as we did then-continue to demand the extra fare and put off the cars those who refuse to pay it. In time the people will come to their senses. Mr. Williams said that the reports he had

received showed a deplorable state of affairs, but he declared that the responsi bility should not be placed on the rapid transit company. RRYAN FIXING HIS PROGRAMME

mnounces in Paris Dates for Western

Special Cable Despatch to THE SUN.
PARIS, Aug. 12.-William J. Bryan, who now in this city, has fixed the dates for five Western meetings which will follow quickly after the Eastern meetings to be held immediately upon his arrival in New York. He will go to Chicago for Septemer 4; Lincoln, September 5; St. Louis, September 11: Louisville, September 12, and Cincinnati, September 13. He will stop at

Cansas City on his way home. Mr. Bryan wanted to see M. Clemenceau, Minister of the Interior, and ex-Minister Jaurés, but they are both away from the city. Mr. Bryan found a heavy mail here, shiefly from American friends, making suggestions which, while interesting, he was unable always to adopt, they being so conflicting.

Mr. Bryan went motoring yesterda with David Francis about Paris. To-day he was out with Jefferson Levy, going to Fontainebleau. They passed four break downs, but had no misadventure.

BRYAN'S PUBLIC RAILWAY PLAN He Would Have the Government Own Trunk

Lines and the States the Little Ones. St. Louis, Aug. 12.-Homer Bassford correspondent of the St. Louis Republic writing from Zurich, Switzerland, under date of August 1, gives the first definit statement of William Jermings programme for turning the railroads of the country over to the Federal and State Governments. The plan has been careully worked out.

Mr. Bassford writes as follows: ZURICH, Aug. 12.—Mr. Bryan will attack the trusts in his New York speech and it possible that he will go further and giv views on certain forms of public ownership of the utilities with the especial refer ence to the railroads, both interstate and within States.

"Mr. Bryan has been careful to examine the conditions surrounding the Government management of the larger arteries of travel. "In one very important particular he would apply the theory differently to the United States. His plan would admit of the ownership of certain trunk lines by the general Government in order that the famously efficient through services should not in any way suffer impairment, but he would insist that the local line in the State be owned by the separate States, thus preserving more effectually the idea of State individuality, which in Mr. Bryan's opinion would in time be wiped out if all lines passed into Federal control."

THOUGHT BRYAN HAD A CINCH. Burton's Report of the Impression of the Interparliamentary Delegates.

WASHINGTON, Aug. 12.-Representative T. E. Burton of Ohio, who was one of the American delegates to the interparliamentary union which met recently in London arrived in Washington this afternoon. During the sessions of the union Mr. Burton was brought into close association with William J. Bryan, who was also on of the American delegates. He and Mr. of the American delegates. He and Mr. Bryan, as well as Representatives Bartholdt of Missoari and Hoar of Massachusetts, were presented to King Edward at the same time. Mr. Burton says that he did not talk politics with the Nebraskan. "Mr. Bryan apparently made a very favorable impression on the meeting," said Mr. Burton. "There seemed to be a very general idea among the delegates that Mr. Bryan's election as President of the United States was to be taken for granted." granted."

BIG PAPER MILLS WIPED OUT. Fire Destroys Townsend's English Plant That Covered Three Acres.

Special Cable Despatch to THE SUN. LONDON, Aug. 12.-Townsend's paper mills at Snodland, a few miles from Roches ter, said to be the second largest in the world, were completely destroyed by fire to-day, burning all day. The premises covered three acres. In addition to the mills eleven cottages, a coal wharf and two barges on the river were destroyed.

COP HEARS OF A FORTUNE. Uncle of William J. Ennis Dies in Australia Leaving No Children.

Policeman William J. Ennis of the East Fifty-first street station house is receiving handshakes. He had news the other day handshakes. He had news the other day that he and his brother Lewis and his sister Matilda, of Bost on, were joint heirs to \$600,000 or less. The rich uncle's name was also William J. Ennis. His family had lost track of him after he sailed many years ago from England to Sydney. Recently a firm of lawyers in Sydney after a search found the niece and nephews in this country. Their uncle had died leaving no will and no family. He left a fortune made in mining.

ing.
oliceman Ennis has been on the force eventeen years. He is going to ask leave of absence, and will travel with rother to Australia to settle the estate.

Lineman Shocked at Top of Pole. Patrick Brennan, a lineman, who was mployed by the Long Island Railroad, was shocked while on the top of an electric pole at Tinsdale avenue, Jamaica, yesterday. He fell to the ground. His skull was crushed and he was deed when picked up.

REPUBLICAN POPULACE EX-PECTED TO BE INTERESTED.

ping for the Scraps Will Gecupy the Next Three Days at the Fifth Avenue Hetel and is Expected to End in Smiles and Dimples.—Some Questions Asked.

From to-day, when Chairman Odell of the Republican State committee come to town until the close of the Republican State committee meeting at the Fifth Avenue Hotel on Wednesday, there will be, according to last night's predictions, more than the usual amount of finessing, and the populace is expected to be interested. Meantime, it was also predicted, the aforesaid populace of the Empire State has about made up its mind what to do on election day in November. The manouvres of officeholders, ex-officeholders and would be officeholders to grab a political machine are regarded as queer antice in these days, when the spirit of political independence is so dominant, keen and

Will Odell control the State committee on Wednesday? If not, why not? Gov. Higgins, ditto, ditto? Why should Odell want to control the machine? Gov. Higgins, ditto. Will the State convention be held on September 25 or on October 2? Why all this buncombe and humbug? These were some of the questions put last night by Republicans whose political cynicism and indifference have become marked features in a situation which might otherwise be the cause of merriment. The approaching battle in this State, it was asserted, must be fought on the cumulative Morton-Black Roosevelt-Odell-Higgins Gubernatorial administrations, on the same inordinate greed of a myriad of Republican hangers on in every county in the State during those administrations to grab everything in

all pervading.

sight. An Odell man, fresh from Odell, predicted vesterday that the Republican State committee's factional complexion is thus, and that this will be proved on Wednesday: HIGGINS.

ODELL.

2. R. M. Johnson.

4. J. A. Livingston.

7. Michael J. Dady.

8. George Cromwell.

9. C. H. Murphy.

10. J. F. Pegnam.

11. William Halpin.

12. Smith Pine.

13. Ed. Lauterbach.

14. John H. Gunner.

7. S. Strassbourger.

18. W. H. Ten Eyck.

19. B. B. Odell. Jr.

14. Reuben L. Fox.

5. Cyrus Durey.

5. J. B. H. Mongin.

J. John Grimm, Jr.

10. W. C. Warren.

Total, 18. ODELL. H. Leander H. Faber.
L. M. Swaxey.
F. J. H. Kracke.
G. H. Roberts, Jr.
Frank Raymond.
Wm. Barnes, Jr.
John F. O'Brien.
Thomas Wheeler.
John T. Mott.
Francis Hendricks.
George W. Dunn.
C. H. Betts.
G. W. Aldridge.
John A. Merritt.
G. H. Witter.
Total, 16

BLACE. Dist. 19. William L. Ward. 21. Louis F. Payn. 22. C. V. Collins.

A Higgins man said that the Governor controlled two-thirds of the committee and would, as a Higgins man in THE SUN three months ago said, control 80 per cent. of the thousand and odd delegates to the State convention. This man also said that Odell could control but twelve members of the State committee, and that Gov. Higgins didn't want to turn him out at Wednesday' meeting for Mr. Woodruff or Mr. Barnes, but wanted to continue his policy of saving further friction by letting Odell serve out his term until his successor is elected by the lelegates to the State convention.

Will Mr Odell speak his threatened piece against Roosevelt and Higgins on Wednes day? No, Odell will not speak his piece day? No, Odell will not speak his piece against Roosevelt and Higgins on Wednesday. Why will not Odell speak his piece against Roosevelt and Higgins on Wednesday? Because Odell wants to run for State Senator in Louis F. Goodsell's place, and in the bailiwick are many Republicans who don't care so much for Roosevelt and Higgins personally as they do for the Republican party. These Republicans in the Goodsell Senate district also remember that it was Roosevelt's popularity that that it was Roosevelt's popularity that pulled Odell through for Governor in 1902. So most Republicans predicted last night that outwardly Wednesday's meeting would be "all smiles and dimples."

WHITNEY OUT TO BEAT MORAN. Will Be a Candidate for the Massachusetts

Gubernatorial Nomination Boston, Aug. 12.-Henry M. Whitney has declared himself in the race for the Demo cratic nomination for Governor of Massachusetts, and will contest with John B. Moran for the place at the head of the

This declaration was made in an interview vesterday in which Mr. Whitney repudiated statements attributed to him to the effect that the Moran candidacy is growing in popularity every day, and that he hoped

popularity every day, and that he hoped the Democratic rerty would not split on the question of Mr. Moran's nomination. Mr. Whitney said:

"I have said that under certain circumstances I would not be a candidate for the Democratic nomination. If the consensus is that I would be the best man to lead the party in this contest I should not feel at liberty to decline."

"Did you say," Mr. Whitney was asked, "that Mr. Moran seems to be growing in popularity and you hope that the Democratic party would not divide on the question of his candidacy?"

"I did not make that statement. I expressed regret that there should be a division in the party. I did not say anything to indicate that I was in favor of Mr. Moran's candidacy."

to indicate that I was it.

Moran's candidacy.

"Did you say, Mr. Whitney, that you would not accept the Democratic nomination unless it came to you unanimously?"

"No, I did not." SULTAN NOT DANGEROUSLY ILL Official Reports Say That His Condition

Is Satisfactory. Special Cable Despatches to THE SUN.
CONSTANTINOPLE, Aug. 12.—Trustworthy nformation regarding the Sultan's condition shows that it is satisfactory. The larmist reports are merely stock exchange

manœuvres. Paris, Aug. 12.-The Ottoman Embassy nere has issued a statement declaring that the report of the illness of the Sultan of Turkey is untrue. It says that his Majesty is enjoying perfect health. On the other hand, the Constantinople correspondent of the Temps says that the Sultan suffers from hemorrhage. He fainted on Friday when about to proceed to the mosque. He was better on Saturday. Although his condition is serious it is not dangerous.

David R. Francis Leaves Paris. Special Cable Despatch to THE SUN. PARIS, Aug. 12.—David R. Francis Missouri, who came to Paris to present resident Fallières with the medal of the tt. Louis exposition, started for Berlin to-day.

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LASH FOR ANARCHISTS

enalty Advocated by the Secretary of the Navy.

WASHINGTON, Aug. 12.-Secretary of the Navy Bonaparte delivered an address this afternoon before the Cumberland Chautauqua at Allegheny Grove, Md., on "Anarchism and Its Remedy." Mr. Bonaparte dvocated the death penalty for any member of the cult who takes or attempts to take human life and rigorous imprisonment, characterized by complete exclusion and deprivation of all comforts and denial of every form of distraction, together with the use of the lash, upon the perpetrator of

offences less than attempts to take life.

"In the first place, the unlawful acts prompted by anarchism should be made crimes, in so far as they are not crimes, strictly speaking, already, and, as crimes, they should be visited with penalities as are particularly distasteful to the criminals and therefore the most effective deterrents

and therefore the most effective deterrents to crime. On anarchists the death penalty should be unequivocally imposed by law, and inflexibly enforced whenever the prisoner has sought, directly or indirectly, to take life.

"For offences of less gravity I advise a comparatively brief but very rigorous imprisonment, characterized by complete seclusion, deprivation of all comforts and denial of any form of distraction, and this could be, to my mind, advantageously supplemented by a severe, but not a public, whipping; the lash of all punishments most clearly shows the culprit that he suffers for what his fellow men hold odious and disgraceful, and not merely for reasons of public policy."

LIMITED CAR JUMPS TRACK And Rolls Thirty Feet Into a Creek-One Man Dying.

CLEVELAND, Aug. 12.-A limited car on the Eastern Ohio Traction Company's line jumped the track twenty miles east of Cleveland late this afternoon and rolled down a thirty foot embankment into Silver

One person is dying, three were seriously injured and ten were out badly and narrowly escaped drowning. The accident was caused by spreading of the rails and occurred while the car was running forty

miles an hour.
Henry Hossier of Chardon, the conductor, will die. A. M. Shanklin of Chicago sustained a fractured shoulder.

OBITUARY.

Samuel Martin, a brush manufacturer in Fulton street. who lived in Winson place Glen Ridge, died of heart disease on Saturday. He was stricken while using a lawn mower in his yard. He was 66 years old and was a son of the late J. M. C. Martin of East Orange, whom he succeeded in the brush making business. His wife and one daughter, Miss May B. Martin, survive him.

Miss May B. Martin, survive him.

Capt. Henry Hamre, a retired ensign of the United States navy, died on Friday night at his home, 561 Fortieth street, Brooklyn, in his sixty-third year. He was a member of the Gen. G. A. Custer Garrison No. 2, Army and Navy Union. He leaves a widow, two sons and two daughters. He will be buried with military honors in Greenwood Cemetery this afternoon.



ESTAB-

OVER

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having been made for you. The name of Brokaw on a garment is a guarantee of quality and excellence. Summer Suits, \$15 to \$40. Tropical Suits,

\$19 to \$25. ASTOR PLACE AND POURTH AVE

DIED.

ADAMS.—On Saturday, Aug. 11, 1906, at Yonkers, N. Y., Caroline Barker, wife of Hugh W. Adams and daughter of the late Benjamin Haywood.

CAMP .- At Milburn, N. J., on Saturday, Aug. 11. 1906, Jeannette Ely, dearly beloved and only child of Edward Brunsen and Julie Fariey

Camp, in her 8th year. Funeral services at her parents' residence, Menday, Aug. 18, at 2:30 P. M. Train from New York leaving at 12:50 P. M., D. L. & W. B. R. LARK.—Saturday morning, Clara L., widow of Alexander Clark, at her late residence, 232

Believille ave., Newark.
Funeral private. Interment Laurel Hill, Philadelphia. 12, 1906, George Roe Lockwood of New York city, in the 85th year of his age.

Services at Mystic. Conn. Interment at Bridge port, Conn., at convenience of the family PRAEGER.—On Saturday morning. August 11
Frances Adele, beloved wife of John F. Praeger The funeral will take place from her late

dence, 124 Willow st., Brooklyn Heights. Of Tuesday, August 14, at 3 o'clock. ROGERS.—At Litchfield, Conn., on Sunday, Aug. 12, 1906, John Rogers, in his 68th year. Metice of funeral hereafter.